

Message Text

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ACTION IO-14

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FROM USREP DOWNS ICAO

PASS: EPA, NASA

E.O. 11652: NA
TAGS: PORG, EAIR, ICAO
SUBJECT: ICAO: REPORT FIRST MTG COMMITTEE ON AIRCRAFT ENGINE
EMISSIONS (CAEE)

1. FIRST CAEE MTG, JUNE 12-22, CLOSED THIS PM WITH ALL RESULTS
SAVE ONE FAVORABLE TO US POSITION. SUMMARY OF ACTIONS FOLLOWS.

2. OVERALL EFFECT OF AIRCRAFT ENGINE EMISSIONS: IN RESPONSE TO
COUNCIL'S REQUEST FOR ADVICE THIS MATTER COMMITTEE DRAFTED
FACTUAL STATEMENT CONTAINING FOLLOWING POINTS: A) AVIATION
CONTRIBUTION TO OVERALL AIR POLLUTION THROUGHOUT WORLD IS SMALL
(LESS THAN 1 PERCENT). ALTHOUGH A LARGE NUMBER OF SOURCES OF
POLLUTION, OF WHICH AIRCRAFT ARE ONE, ARE INDIVIDUALLY SMALL,
TOGETHER THEY MAKE A MAJOR CONTRIBUTION TO ATMOSPHERIC POLLUTION
WHICH CAN ONLY BE REDUCED IF EACH SOURCE IS CONTROLLED. B) MOST
AIRPORTS IN WORLD DO NOT HAVE SIGNIFICANT ADVERSE IMPACT ON AIR
QUALITY IN SURROUNDING REGION. C) BECAUSE CONTROLS ARE BEING
INTRODUCED ON AIR POLLUTION BY SOURCES OTHER THAN AIRCRAFT, SOME
HIGH TRAFFIC AIRPORTS DURING NEXT DECADE LIKELY TO EXERT
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RELATIVELY GREATER IMPACT ON AIR QUALITY IN SURROUNDING
REGION UNLESS AIRCRAFT EMISSIONS ARE CONTROLLED. D) TO PREVENT
AIRCRAFT EMISSION CONTRIBUTION FROM BECOMING SIGNIFICANT IN
FUTURE, ICAO SHOULD CONTINUE ITS PRESENT WORK PROGRAM. ACTION
NEED TO EVALUATE BETTER THE FUTURE EFFECTS OF AIRCRAFT EMISSIONS
ON AIR QUALITY, TO UNDERSTAND THE TECHNICAL FEASIBILITY OF
CONTROL, THE TIMING OF IMPLEMENTATION OF STANDARDS AND THE

DETERMINATION OF COST AND ASSOCIATED BENEFITS. DUE TO LIMITED CONTRIBUTION OF AIRCRAFT EMISSIONS AND POSITIVE STEPS INITIATED TO REDUCE EMISSIONS, THERE IS NO NEED FOR RETROSPECTIVE (I.E. RETROFIT) ACTION ON ENGINES CURRENTLY IN SERVICE.

2. CTE ACTION RE EMISSIONS CERTIFICATION FOR FUTURE ENGINES:
THE CTE AGREED WITH US POSITION THAT FUTURE WORK IS NEEDED TO ESTABLISH PRECISE LIMITING LEVELS FOR CO, HC, AND NO, AND ASSOCIATED CONFIDENCE LEVELS FOR ACHIEVEMENT. WORKING GROUP ON LIMITING LEVELS AND COMPLIANCE PROCEDURES ESTABLISHED UNDER US RAPPORTEUR WITH AIM TO PRESENT RECOMMENDATIONS FOR ICAO STANDARDS RE LIMITING LEVELS TO NEXT CAEE MTG, WAS SUGGESTED FOR SECOND QUARTER OF 1980. WORKING GROUPS ESTABLISHED IN TWO OTHER AREAS: 1) ENVIRONMENTAL IMPACT AND, 2) INSTRUMENTATION AND MEASUREMENT TECHNIQUES. IN SURPRISE MOVE, FRENCH DELEGATION MOVED FOR ADOPTION OF REMAINDER OF ENGINE EMISSIONS CERTIFICATION SCHEME, LESS REPEAT LESS ACTUAL EMISSIONS LIMITING LEVELS, PREVIOUSLY PREPARED BY ICAO AIRCRAFT ENGINE EMISSIONS STUDY GROUP (AEESG) AND ISSUED AS GUIDANCE MATERIAL IN 1977 IN ICAO CIRCULAR 134-AN/94. US ARGUED THAT MANY ASPECTS OF EMISSIONS CERTIFICATION SCHEME WERE FAR FROM MATURITY NECESSARY TO PERMIT ADOPTION AS ICAO STANDARD AND THAT NUMEROUS CHANGES (INCLUDING POSSIBILITY OF RECOMMENDED CHANGES IN LEVEL OF CONTROL FOR EACH POLLUTANT) ARE LIKELY BEFORE SECOND CAEE MT. CTE DECIDED BY NARROWEST 5-4 MARGIN (FRANCE, UK, USSR, JAPAN AND CANADA FOR; US, AUSTRALIA, FRG, ARGENTINA
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AGAINST) TO RECOMMEND ADOPTION. MOTIVES OF MAJORITY APPARENTLY RANGED FROM DESIRE TO HAVE CONCRETE ACTION FROM FIRST MTG TO ATTEMPT INFLUENCE MAJOR EPA REVISION TO AIRCRAFT EMISSIONS STANDARDS PRESENTLY UNDERWAY IN US. PREVALENT OPINION HERE IS THAT ICAO COUNCIL HIGHLY UNLIKELY TO ADOPT THIS CAEE RECOMMENDATION ESPECIALLY SINCE SECOND CAEE MTG IN 1980 SHOULD PRODUCE WELL THOUGHT OUT STANDARDS, INCLUDING RECOMMENDED LIMITING LEVELS, WHICH WILL BENEFIT FROM LARGE ANALYTICAL EFFORT NOW UNDERWAY IN CONNECTION WITH MAJOR REVISION TO US STANDARDS.

4. US CONTRIBUTED APPROXIMATELY 2/3 OR MORE OF CAEE WORKING/ INFORMATION PAPERS WHICH, TAKEN TOGETHER, CONSTITUTE MOST COMPLETE BIBLIOGRAPHY ON AIRCRAFT ENGINE EMISSIONS SUBJECT. IN LIGHT OF THIS US MEMBER RECOMMENDED ICAO PUBLISH BIBLIOGRAPHY OF PAPERS IN FINAL ICAO REPORT, AN ACTION NOT NORMALLY TAKEN.
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